

BOYS MAKE SPURT IN ORPHAN TOTAL; GIRLS STILL LEAD

Five of 23 Requests During
Week Do Not Specify
Any Choice

149 WAIFS FIND PARRAINS

Chaplain Comes to Aid of Scheme
and Rounds Up Four
Orders

TAKEN THIS WEEK

S.S.U. — Convois Autos.....	1
Co. A. — Engineers.....	1
Co. B. — Engineers.....	1
Co. C. — Engineers.....	1
Co. D. — Engineers.....	1
Co. E. — Engineers.....	1
Local Supply Office, S.O.S.....	1
Lieutenant F. Q. B.....	1
Aero Squadron.....	1
Ordnance Enlisted Detach., S.O.S.....	1
2nd Platoon, Co. C. — M.G. Bn.....	1
Supply Train.....	1
First Detachment, Engineers.....	1
Second Detachment, Co. A. — Engrs.....	2
"Avalon, Penna.".....	2
Nurses and Secs., Base Hosp. No. 8.....	1
Y.M.C.A. Staff. — Div.....	1
Officers of G-4, G.S.....	1
Co. A, 1st Bn. — Engrs.....	1
Co. H. — Int.....	1
Lieutenant G. R.....	1
Previously adopted.....	146
Total.....	149

Members of the A.E.F. sent in requests for 23 war orphans and child refugees this week under THE STARS AND STRIPES orphan adoption plan. Ten for boys, eight for girls and five "no choice."

For the first time since the announcement of the plan whereby A.E.F. units and individuals may adopt child mascots for a year by contributing 500 francs for their support, the requests for boys have, in any one week, exceeded those for girls.

Of the 149 children adopted to date nearly 100 have been girls, and of these girls more than half are—by request of the parrains—five or six years old. The bewitching, black-eyed little miss of six seems to have the Indian sign on the A.E.F., and the special American Red Cross committee entrusted with selecting the children has had to make a special canvass of several departments of France to increase the visible supply of *mendicantes*, aged six.

Chaplain Helps Out
The boys were given a boost early in the week when Chaplain J. T. Addison, of the — Engineers, sent in contributions for four boys, one for each of four companies of his regiment. Chaplain Addison is the first spy pilot to gather and forward contributions for the orphan cause.

The staff of a Local Supply Office, S.O.S., wasn't particular about what kind of a child they got.

"The child," they wrote, "may be of any sex, color, nationality, character, size, disposition and habits as long as she needs the money. We are not particularly particular about his age, and desire that it be between one and 20."

After which mixing of pronouns, it is stated: "We insist on only one thing—that the child be human and rather down on his luck."

Lieut. F. Q. B. saw one group of refugees fleeing from their homes and subscribed to the cause.

"One day recently I saw a train load of refugees," he wrote, "and it was a sight not to be forgotten. All we can do to aid these poor stricken people is little enough, and your work has more than my best wishes."

Ball Rolls Rapidly
The Ordnance Enlisted Detachment sent 500 francs for a girl, with this letter:

"The writer, after reading the last issue of THE STARS AND STRIPES, took it upon himself to start the ball rolling, and I assure you that it rolled with some speed. The fellows responded more liberally than if a collection was being taken up for a big beer bust."

The 2nd Platoon, Co. C. — M.G. Bn., asked for a girl.

"We would very much like to have the little lassie," they wrote, "taught the American language, if it can be arranged. We have already a box packed up in our billet (money in it, too) with this sign on it—DON'T FORGET OUR MASOT. Your small change, please."

Vacation Money for Mascot
"Avalon, Penna." is the *nom de guerre* of a Y.M.C.A. worker. He was about to start on a vacation when he heard that the unit to which he was attached was going into action. He abandoned his trip, returned to the front and adopted an orphan with the money he would have spent on the holiday.

Co. A, 1st Bn., — Engineers, simplified the task of selecting a child. "We will leave it to your better judgment to see that our 'little bit' will be the best of the greatest need at the present time. By expressing a preference payments are likely to go to some who do not need the assistance as greatly as others. Therefore, we are leaving the selection to the Red Cross."

HOW TO ADOPT AN ORPHAN

A company, detachment, or group of the A.E.F. agrees to adopt a child for a year, contributing 500 francs (\$87.72) for its support. The children will be either orphans, the children of French soldiers so seriously crippled that they cannot move, or refugees from the invaded districts, as specified by the adopting units.

The money will be sent to THE STARS AND STRIPES to be turned over to a special committee of the American Red Cross for disbursement. At least 250 francs will be paid upon adoption and the remainder within four months thereafter.

Photographs and the history of each child will be sent to its adopting unit, which will be notified of the child's whereabouts and named monthly of its progress. The Red Cross will determine the disposal of the child. It will be maintained in a French family or sent to a trade or agricultural school.

No restrictions are placed upon the methods by which money may be raised. Donations and communications regarding the children should be addressed: War Orphans' Department, THE STARS AND STRIPES, G-2, A.E.F., 1 Rue des Italiens, Paris, France.

GREAT ACE PASSES, ANOTHER ARRIVES



German plane shot down by Lieut. Alan Winston

Planes Drop Roses on Grave as Major Lufbery Is Buried

CAPTAIN PETERSON SCORES

Airman Brings Down Two Boche
Planes While Waiting to
Be Decorated

In the fast unfolding history of American aviation on the Western front—a story that grows more important and more stirring with each passing week—the outstanding facts in the week's news are the arrival of Capt. David Peterson as an ace and the death of Major Raoul Lufbery.

When Capt. Peterson left the Lafayette Escadrille to put on the uniform of an American officer, he was credited with only one Boche machine. The rest came recently and with a rush. Two or three weeks ago he landed his second, and by way of recognition, the French awarded another palm for his *Croix de Guerre*.

The ceremonies of presentation were set for Wednesday, May 15, at 2 o'clock. At noon on that day the weather was so perfect and the skies so inviting that Captain Peterson set forth on a little private hunting trip. He was back, unhurt and unruined, in time for the ceremonies, but in the interval he had added two more Boches to his score. The fifth was brought down Saturday, so we have a new American ace.

Three Flyers Score Again
In the last fortnight Capt. Marius, Lieut. Rickenbacker and Lieut. Douglas Campbell have each scored again. Capt. Marr had succeeded in toppling the German machine and shooting its pilot, but as the machine went down, the observer could be seen standing up in the pit and trying to get his gun to bear on the American.

"I felt sorry for the helpless beggar," Capt. Marr said afterward. "He was

10,000 TONS DAILY AMERICA'S REPLY TO SHIP PROBLEM

Continued from Page 1.

nage in the world has been gradually diminishing. To the end of 1917 the Germans had sunk a total of 11,827,572 net tons of shipping. To the end of 1917 the Allies had built 8,221,297. This was a decrease in world tonnage of 3,606,275 tons, and to this amount must be added the normal loss due to depreciation and the usual marine hazards, estimated at 2,200,000 tons. The net decrease faced by the Allies at the beginning of this year, then, was about 7,500,000 tons. The new tonnage program in the world today is estimated at 42,000,000. The 7,500,000 loss does not seem great in proportion, but it must be remembered that it came from the cream of the ships in the war trade, and that a good part of the 42,000,000 remaining tons are sailing vessels, wooden ships and steamers unfit for service in the war zone and that another lusty fraction are in trades from which they cannot be withdrawn for war service.

America's Program

Immediately it entered the war, the United States prepared a stupendous shipbuilding program. Also it searched every corner of the world for ships. One hundred and twelve enemy ships came into our hands when we declared war and, despite the fact that the Germans endeavored to ruin them before seizure, all have been repaired and are running. The total tonnage of these was 788,000.

Then the United States took over all the privately owned ships available. By March 1, this year, we had 425 privately owned ships of a total tonnage of nearly 3,000,000. Dutch ships added another half a million tons, the Japanese almost a million, and the British another 150,000. A few weeks ago it was announced that we had 390 ships in the trans-Atlantic transport service as well as many others in other war work.

Since January the United States has been building ships as no other nation ever has, and before the war Great Britain has been building, also, as well as Japan. We have not yet struck our stride in quantity production and will not until midsummer.

In the first quarter of this year the total world production was 864,607 tons. This was, however, far less than the amount sunk by the enemy. Five or six weeks ago it was officially announced in England that the Allies still were losing two ships for every one built.

Improvement This Summer

But the sinkings are on the decrease and building on the increase, and construction will exceed destruction sometime this summer. This may come in a very few weeks, and it cannot unless the enemy should make some sensational improvement in submarines, he delayed longer than August.

After this divide is passed and world tonnage is, for the first time since the war began, on the increase, the submarine can be said to have been defeated. Now it can be said that the defeat of the submarine is in sight, and that the weapon upon which the Kaiser relied to force the Allies to an ignominious peace has failed.

The American Government officially announced in March that contracts had been let for 325 steel ships of 3,166,400 tons and for 450 wooden ships of 1,715,000 tons. Of the steel vessels 72 had been completed and were in service at that time and 52 had been launched and were being finished. Of the wooden ships eight had been launched and none completed. To this must be added vessels totalling 3,045,408 tons which were projected and under construction for private individuals and foreign governments when war was declared and which were taken over by the United States.

At the same time it was officially estimated that the government expected to complete 12 steel vessels in May, 22 in June, 52 in July, 76 in August, and 97 in



Lieut. Alan Winston Major Raoul Lufbery

dashing to certain death, but to the last gamely trying to give me a fight."

Major Lufbery died in battle. In the midst of a savage fight with a giant Hun machine last Sunday his own machine burst into flames and, on the faint chance that he might save himself, he was obliged to leap from too great a height.

French and American officers shared in the funeral services and Allied aviators who had studied under Luff and fought and down beside him circled overhead to scatter roseleaves on the grave now marked with a cross of poppy-blades and a flag and banked high with Maytime blossoms.

Major Lufbery was the most successful and the most celebrated of the Franco-American flyers. He had made his official record of 16 Boche machines in the days of the famous Lafayette Escadrille and, as an officer in the American air service, he was so much needed for instruction work that until recently he had long been absent from his comrades of the front.

Elites to Do Battle

He began his first flight on Sunday, when a huge German machine swooped down out of the clouds. Major Lufbery and several others rose to do battle with it, the others making straightway for the battle line to head off the Boche retreat and Lufbery opening the attack. Watchers saw him rush at the big cruiser with his machine gun hammering, saw him draw away as if his gun had jammed, saw him rush again. Then he began to drop rapidly.

At a height of 1,500 meters his machine burst into flame. With the instant decision for which he was noted, Luf-

bery unstrapped himself, climbed from the pilot's pit and jumped.

He landed in a garden some miles back of our lines. A hundred yards away his machine crashed down and burst into a heap of ashes and molten metal. Those who poked over that relic of the fight found that he had fired 300 rounds from his mitrailleuse, though 25 rounds had previously been his maximum. With 25 he had always either shot his opponent down or driven him beyond reach.

German Machine Armored
The theory is that the German machine was armored, a theory strengthened by the fact that another airman who attacked the monster as it fled homeward wasted 300 rounds against its sides.

Major Lufbery, who was a wanderer over the face of the earth, and began his aviation career as a flyer mechanic in the Far East, was born in France. His mother was a Frenchwoman, but his father was an American, and though he had grown to manhood before he ever saw America, he decided that the American Army was the place for him when America went in with the Allies.

In the good news of the week there is the report from Germany that Captain James Norman Hall was not killed when his machine went down in the air fight of May 7 well beyond the American line on the Toul sector. Word comes that he lies a prisoner in a German hospital. Both arms were broken and his foot was injured, but he was dangerously hurt.

Capt. Hall is one of eight American airmen to receive the *Croix de Guerre* recently.

ARMY ALL HIS OWN THIS LAD'S AMBITION

Brooklynite Is Arrested in
Strange and Gorgeous
Uniform

[BY CABLE TO THE STARS AND STRIPES.]

NEW YORK, May 23.—A young man named Banistes Niuki, drafted by a Brooklyn local board, hated to join the American Army as a single unconsidered unit and determined to form an army all by himself.

He was picked up in a strange and gorgeous uniform designed by himself and declared he was the Polish Army. The unfeeling authorities poured him out of his regalia and he now fills one plain O.D. suit.

A man arraigned in a New York court recently repudiated the rumor that he was a spy and proclaimed indignantly that he was only a burglar. The district attorney admitted that this ought to clear his character, but the court regrettably juggled him.

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REGIMENTAL COMPANY AND MESS ACCOUNTS RECEIVE SPECIAL CONSIDERATION

PERHAPS HE WAS TRYING

There are a lot of new Army jokes, but none any better than one at the bottom of a drawing which hung in the Army and Navy Club in Washington for many years. The picture portrays an imploring officer and a repentant private, unmistakably Irish.

"Why can't you learn to drink like an officer and a gentleman?" demands the officer.

"Faith, and if Oi did, sor," replies the private, "I'd be dead in a week."

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Activité on Both Coasts

Every port on the Atlantic and Pacific is building ships now. On the western shores every bay, practically, has its wooden shipyard, and the same is largely true on the Gulf of Mexico. The wooden ships may have limitations in trans-Atlantic service, but they will be able to release for the submarine zone many ships now plying safe waters.

The first big concrete ship in the world was launched on the Pacific Coast recently, and if it is the success it is believed to be—if it is even partially successful in comparison with the steel ship—it alone will solve the tonnage problem.

And coupled with this increased production, it is reasonable to believe that submarine sinkings will decrease rapidly. With the perfection of the convoy system, the addition to the fleets of submarine chasers, the successful employment of aeroplanes, the bottling of Ostend and Zeebrugge, and, lastly, the

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